HONDA ServiceNews August 2001

Handle Oxygen Sensors With Care

Always handle oxygen sensors with care when doing repairs. Although oxygen sensors are designed to work in a hostile environment, they're *very* fragile and can be easily damaged by oil, brake cleaners, silicone, and other chemicals.

Oxygen sensors compare the amount of oxygen in the exhaust stream to the amount of oxygen in the air surrounding the sensor. External air enters the sensor through air sampling ports. If any foreign material (chemicals, oil, etc.) gets into these ports, the residue (smoke) can alter the oxygen levels, which can cause a miscalculation and set a DTC. Other chemicals can permanently damage the sampling portion of the sensor.

So, when you're doing repairs above or around the oxygen sensors, here's a tip to prevent damage: Wrap the sensors in a clean shop towel until you're done.

Power Steering Rack Leaks: '01 Civic

On '01 Civics, if the power steering rack leaks fluid, replace the rack assembly (P/N 53601-S5D-A04, H/C 6592687). But if the rack assembly *isn't* available, you'll need to order a power steering rack seal kit (P/N 06531-S5A-H01, H/C 6450423) and to contact Special Tools at **1-800-346-6327** to borrow a power steering rack reseal tool kit.

Always Use Tire Mounting Lubricants

When you're mounting or dismounting tires or repairing flat tires, make sure you use *only* tire mounting lubricants. *Never* use soaps, silicone sprays, or petroleum-based lubricants. These products can cause the tire to slip on the rim and throw off the wheel/tire balance.

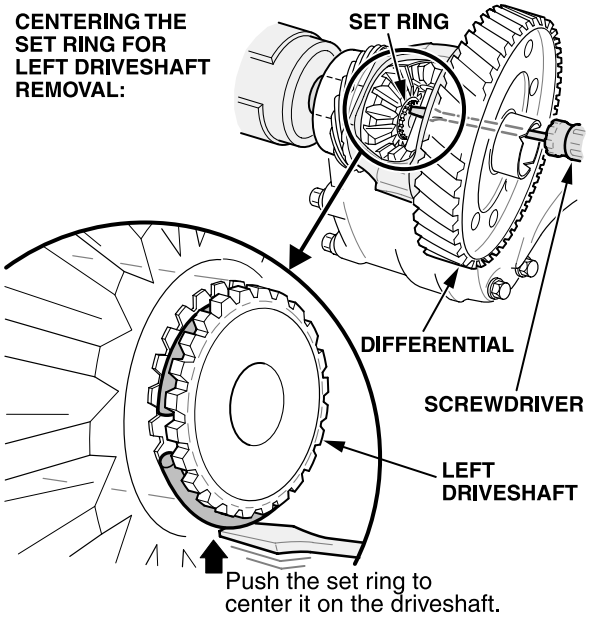
Installing a Seat-Back Cover: '00–02 Accord 2-Door

On '00–02 Accord 2-door V6 EXs and L4 EXs with leather interior, when you're installing a new seat-back cover on the driver's seat, make the cutout for the rear seat access knob trim *after* you've installed the new cover. The new cover has only two holes for the access knob trim mounting screws. Cutting the leather after you install the seat-back cover ensures that the cutout for the trim will be in the correct place and the trim will cover the opening.

Removing a Stuck Left Driveshaft: '99–02 Odyssey

On '99–02 Odysseys, to keep the left driveshaft properly mated to the differential, the set ring on the end of the inboard joint compresses as it goes through the differential side gear and then expands on the other side of the gear. If the set ring *isn't* centered when you pry out the inboard joint, the set ring will catch on the gear, causing the driveshaft to stick.

To remove a stuck left driveshaft, first remove the intermediate shaft. Then, looking into the right side of the differential, use a long, flat-tip screwdriver to center the set ring on the end of the inboard joint. With the set ring centered, you should have no trouble prying the inboard joint away from the differential. But be careful not to damage the differential seal when you remove the driveshaft. And, to keep the inboard joint from pulling apart, make sure you remove the driveshaft by prying on the inboard joint, *not* by pulling on the driveshaft.


CENTERING THE SET RING FOR LEFT DRIVESHAFT REMOVAL:
SET RING
DIFFERENTIAL
SCREWDRIVER
LEFT DRIVESHAFT
Push the set ring to center it on the driveshaft.

Tech Line Survey Pays Off!

In case you're wondering who came up with the idea for the DTC Quick Reference Chart we publish in each issue of *ServiceNews*, well, the credit goes to **Peter Medeiros**, of Majestic Honda, in Lincoln, RI. Peter, a service tech with over 25 years of Honda experience, suggested the chart in a Tech Line Survey he responded to back in April '00. Thanks, Peter, for your valuable suggestion.

If you're asked to complete a Tech Line Survey, please respond to it. As you can see from the results of Peter Medeiros' feedback, it plays a vital role in improving the quality of information we can provide you.

Install New Base Gasket and Fuel Line Retainers

On '99–02 Odysseys and '01–02 Civics, whenever you remove an in-tank fuel pump/sending unit, *always* make sure you install a new base gasket and new fuel line retainers (see page 11-183 of the 1999–02 Odyssey S/M, page 11-137 of the 2001–02 Civic S/M). Install the new gasket on the fuel tank side, *not* on the fuel pump/sending unit; this ensures the gasket doesn't get pinched or rolled. If you *don't* install the fuel pump/sending unit correctly, the MIL can come on with a DTC P1456 [EVAP control system leakage (fuel tank system)].

OPDS Control Unit P/N Error: '01 Accord

The parts catalog lists the wrong P/N for the OPDS control unit used in '01 Accords. Until the parts catalog is fixed, use this table to order an OPDS control unit for a '01 Accord:

Model	Interior	P/N	H/C
'01 Accord 4-door	Fabric	81334-S84-A21	6491336
'01 Accord 4-door	Leather	81334-S87-A81	6491344
'01 Accord 2-door	All	81334-S80-A61	6307227

Returning Navi Components

Whenever you return navigation system components to the supplier for the navigation system exchange program, make sure you fill out the customer complaint section and the technician section of the Navigation System Component Return Form (Y0551) with as much detailed info as possible (see S/B 99-082, *Navigation System Component Exchange Program*, filed under Body Electrical). This gives the supplier the necessary background to duplicate the problem and to make the necessary repairs, thus ensuring you get the highest quality remanufactured components from the exhange program.

If you *don't* give enough info on the form, the supplier might not be able to duplicate the problem unless it shows up in their "standard" tests. And if the problem *isn't* detected and repaired, the faulty component could get shipped to another dealer/customer.

Trunk Release/Valet Lock Inoperative: '01 Civic

On '01 Civics, if your customer complains he or she can't open the trunk with the release lever (next to the driver's seat) or can't lock or unlock the trunk valet lock, here's what to do:

1. Call Tech Line. Enter your dealer number and enter the password (if your dealer requires a password).
2. From the main menu, press 4, Publications.
3. From the Publications menu, press 3, Fax-on-Demand.
4. From the Fax-on-Demand menu, press 3, Tech Line Information Bulletins.
5. When prompted for the 5-digit document number, enter 01004 for the trunk release repair procedure. When prompted, enter your FAX number.

A service bulletin will be issued as soon as improved front door sill trim pieces become available.

Power Sliding Door Doesn't Work

On '99–01 Odyssey EXs, if the power sliding door *doesn't* open or close properly after it's been repaired, follow these guidelines:

- Clear the DTC and do the re-homing procedure on page 22-247 of the 1999–01 Odyssey Service Manual.
- If the sliding door *still* doesn't work, go to page 22-246 of the S/M, and check the power sliding door control unit for stored DTCs. If any DTCs are stored, clear them, then re-home the sliding doors.
- If the sliding door *still* doesn't work, recheck the connections and fuses. If the connections and fuses are OK, refer to S/B 01-051, *Power Sliding Door Operation and Troubleshooting*, filed under Body Electrical.

Always disconnect the battery negative cable when you're working on the power sliding door control unit or grounds G551, G552, G581, or G582. If you *don't*, you can damage the control unit. (This reminder is also printed as a notice in step 42 on page 7 of S/B 99-072, *Sliding Door Alarm Beeps*, filed under Body Electrical.) After you install a new power sliding door control unit, make sure you do the re-homing procedure on page 22-247 of the S/M.

Help Us Reduce *Your* Tech Line Call Waiting Time

To help cut down on your call waiting time to Tech Line, here are some helpful tips:

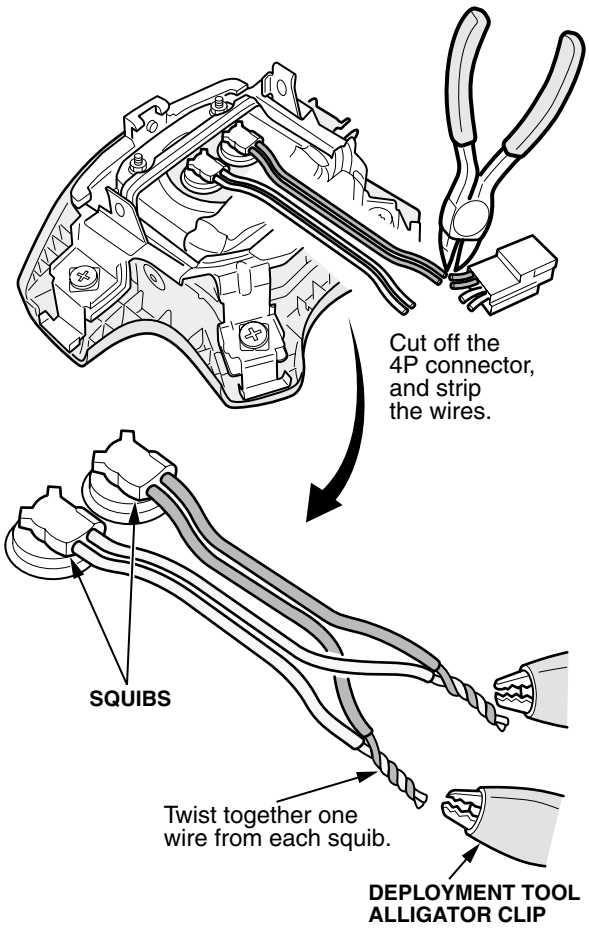
- Make sure your service publication library is complete and up-to-date. You should have *all* of the service manuals, electrical troubleshooting manuals (ETMs), and owner's manuals for the Honda vehicles your dealership sells and services. And if you're still using those old, dog-eared cumulative S/Ms, toss them out and replace them with the latest S/Ms. *Always* use the latest, most accurate service info available.
- Order enough copies of the S/Ms and ETMs to allow for lost or stolen manuals, or for multiple use by more than one service tech.
- Take advantage of the power of ISIS. You can often save yourself a call to Tech Line simply by using the ISIS search capability to look up issues of *ServiceNews* or published service bulletins or to check for the latest posted publications. Looking up service info in ISIS, instead of just calling Tech Line, will free up our Tech Line specialists so they can resolve more complex problems.
- If you need an accessory installation instruction or a service bulletin right away or after hours, call the fax-on-demand system; *don't* call a Tech Line specialist. There's a complete set of instructions on using the fax-on-demand system in the April '99 issue of *ServiceNews* (see the article "Service Info Is Yours 24-Hours-A-Day").
- Route or post all service-related DCS messages to the service techs. American Honda uses DCS to announce new procedures or to correct or clarify an existing procedure.
- Check with your shop foreman or team leader to see if any other service techs have had a similar problem to the one you're working on.
- Confirm your customer's complaint. Make sure you have the customer's vehicle available, and you've duplicated the problem or determined that the problem is *not* a normal characteristic of the vehicle.
- Make use of the Tech Line Worksheets. Work sheet info is vital for accurate diagnosis. Use the back side of the worksheet to record DTC freeze data. For more info on the worksheets, refer to the May '01 ServiceNews article "Are You Using Your Tech Line Worksheet Binder?" and to the September '01 article "Before You Call Tech Line. . ."

Deploying Dual-Stage Airbags for Scrapping

All airbags *must* be deployed before they can be scrapped. If the airbag you're deploying has a 4P connector, it's a dual-stage type. To properly deploy this type, you *must* connect the four wires in the wire harness to the deployment tool alligator clips *in parallel* so the two squibs (inflators) in the back of the airbag can deploy the first and second stages together.

Here's a quick and easy method we found to connect the harness wires in parallel for proper deployment of a dual-stage airbag:

- Look at the back of the airbag, and identify (or trace) the wires going to the connector on each squib.
- Cut off the 4P connector, then strip the ends of the wires.
- Take one wire from each squib, and twist them together. Do the same for the other wires.
- Connect the deployment tool alligator clips to the twisted pairs.

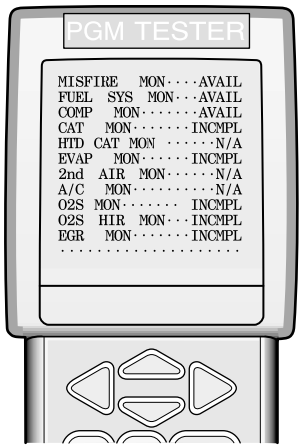

Cut off the 4P connector, and strip the wires.
SQUIBS
Twist together one wire from each squib.
DEPLOYMENT TOOL ALLIGATOR CLIP

Check Your Repairs With the PGM Tester

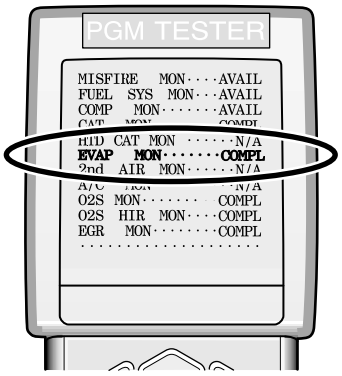
To avoid comebacks when doing OBD II emissions-related repairs and to ensure customer satisfaction, make sure you check the repair using the readiness codes displayed on the PGM Tester. *Don't* just rely on a test-drive. Some DTCs are two-trip DTCs. Temporary DTCs are stored on the *first* failed drive cycle. If a failure is detected after the *second* consecutive failed drive cycle, the MIL comes on and a mature DTC is stored in the ECM/PCM memory. If this happens *after* you've returned the vehicle to your customer, you're looking at a definite comeback.

The OBD II Evaporative Emissions Control System (EECS) Monitor, controlled and run by the vehicle's ECM/PCM, checks the EECS for proper operation. With the PGM Tester, you can check the status of the EECS readiness code (it's displayed as EVAP MON on the PGM Tester). That check makes sure the repairs you've done for the MIL being lit (DTC P1456 or P1457) are successful and the vehicle is ready to return to your customer. Here's how to do it:

1. Connect the PGM Tester to the 16P data link connector.
2. Turn on the PGM Tester, and select GENERIC OBD II MODE. The display for readiness codes is available *only* through this mode.
3. Clear the DTCs. This resets some of the displayed readiness codes to read INCMPL (Incomplete).



4. Select READINESS CODES. The resettable readiness codes should all read INCMPL.
5. Start the engine, and test-drive the vehicle. The ECM/PCM needs to have certain enable criteria met to run the EECS Monitor and to switch the EVAP MON readiness code from INCMPL to COMPL (Complete). Here are the criteria it needs:
   - The engine *must* be cold at startup. [The engine coolant temperature (ECT) and intake air temperature (IAT) values *must* be *greater* than 32°F (0°C) but *less* than 95°F (35°C).]
   - The ECT and IAT values *must* be within 12°F (6.67°C) of each other at engine startup.
   - The EVAP bypass solenoid valve *must* be on within 5 seconds of engine startup.
   - The vehicle *must* be driven through an "urban drive cycle." This cycle consists of driving patterns commonly faced during a home-to-work commute. It includes such patterns as cold starts, stop-and-go driving, and short periods of steady cruise.
6. Watch the EECS (EVAP MON) readiness code on the PGM Tester display. Generally, the code should switch from IMCMPL to COMPL after about 2.5 miles of the drive cycle, but that distance can also vary depending on ambient air temperature, traffic density, and other factors. When the code switches to COMPL, it means the vehicle is fixed and ready to return to your customer. If the readiness code *doesn't* switch, and still reads INCMPL, check for a temporary DTC stored in the ECM/PCM memory. If a temporary DTC is stored, the vehicle *isn't* fixed and needs further repair. If *no* temporary DTC is stored, the enable critieria were probably *not* met. Test-drive the vehicle again, making sure you're meeting the proper enable criteria to switch the readiness code to COMPL.



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